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GUIDE TO TORONTO

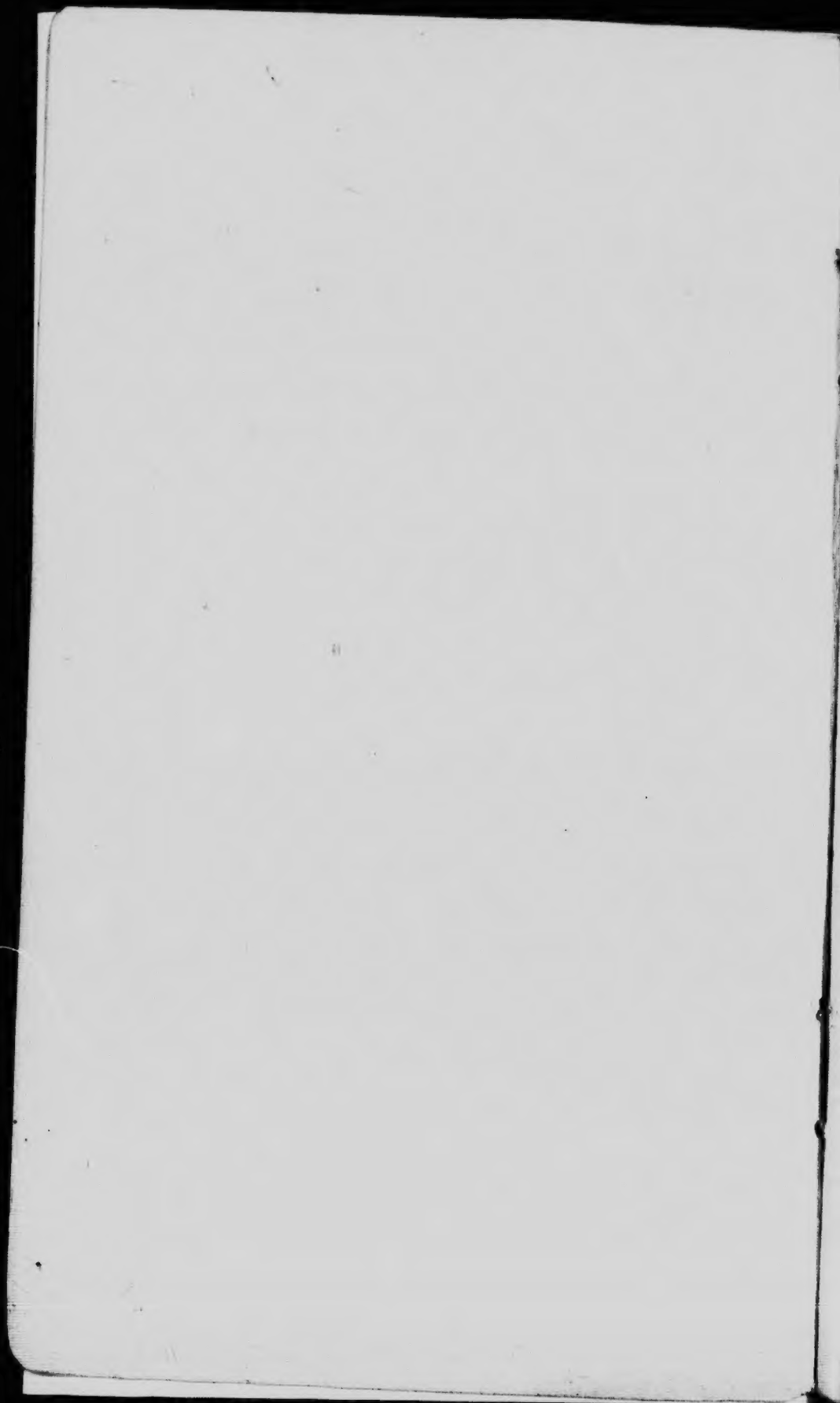
BY WAY OF
NIAGARA FALLS



WITH
INDEXED MAP OF THE CITY
SHOWING STREET CAR LINES



Price, 10 Cents



Illustrated Guide

TO

TORONTO

BY WAY OF

NIAGARA FALLS

WITH

Indexed Map of the City, Showing
Street Car Lines

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PRICE 10 CENTS.

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The Falls of Niagara

For centuries the Falls of Niagara have commanded the attention and admiration of the world, but never to a greater degree than at the present time. When the spindles of industry crowded close up to their magnificent beauty, mankind worshipped their sublimity and saw in them grandeur that demanded protection from the inroads of enterprise and speculative capital. The Niagara Falls of to-day is the Temple of Nature, and the very fact that the Governments of two countries, United States and Canada, have seen fit to assume the great responsibility of taking charge of the lands about Niagara Falls to preserve its beauty and restore the locality to a primeval state, where mankind can roam free for all time, is designed to make this paradise still more beautiful and attractive.

Travellers from all countries and all climes visit them and bow in admiration, freely accepting them as one of the grandest works of nature and of God's handiwork.

Prospect Point is where the best view of the American Falls can be had and enjoyed; also on the rocks at the foot of the inclined railway in Prospect Park, looking at the down-pour of water, you marvel at the greatness and beauty of the mighty flood. Still another impressive view can be had from a pretty look-out point on Goat Island, which takes in all the beauty and grace of Luna Island and the upper steel arch bridge and stretches far down the Gorge nearly to the Whirlpool Rapids. The Horseshoe or Canadian Falls can be seen to advantage from the deck of the steamer Maid of the Mist. It is said that fully ten times as much water passes over the Horseshoe fall as over the American fall, and this fact is recognized when the Horseshoe is viewed from below.

Terrapin Point on Goat Island is still another spot where the Horseshoe fall shows its majesty and power.

"The thoughts are strange that crowd into my brain
 While I look upward to thee; it would seem
 As if God poured thee from His 'hollow hand'
 And hung His bow upon thine awful front,
 And spoke in that loud voice which seem'd to Him
 Who dwelt in Patmos for his Saviour's sake
 The sound of many waters, and had bade
 Thy flood to chronicle the ages back
 And notch His centuries in the eternal rocks."

—J. C. G. Briggs. d.

"I dreamt not I should wander here,
 In musing awe; should tread the wondrous world,
 See all its store of inland water hurled
 In one vast volume down Niagara's steep.
 Or calm behold them, in transparent sleep
 Where the blue hills of old Toronto shed
 Their evening shadow o'er Ontario's bed."

Moore.



AMERICAN FALL FROM TABLE ROCK.

Visitors to the Falls of Niagara should not miss seeing
 Rock of Ages at the Cave of the Winds; the Devil's Hole,
 Table Rock, and the Devil's Pulpit; the upper steel arch

bridge, the greatest structure of the kind in the world; the Whirlpool Rapids, where the current rushes onward at a speed of 40 miles an hour; the Grand Trunk steel arch and Michigan Central cantilever bridges; The Gorge; the Sentinel Rock in the Gorge; the Whirlpool, the greatest known river pocket in the world; the suspension bridge at Lewiston, and Brock's Monument at Queenston, a noble shaft which was erected to commemorate the glorious deeds of the brave man who gave up his life in the battle of Queenston Heights on the 13th of October, 1812.

The conspicuous building above the Falls on the Canadian side is Loretto Academy, Niagara Falls, Ontario.

This Institution is beautifully situated on a high and healthy location, overlooking the Falls, contains all modern improvements, and cannot be equalled for the sublime and extensive view which it affords of the Falls, Rapids and the Islands in the vicinity.

The ladies of Loretto who conduct the establishment consider themselves bound to respond to the confidence which parents or guardians place in them, by giving their pupils a Christian education, strictly attending to their intellectual improvement, cultivating the refinement of manners which will fit them for society, and giving them that physical care which they would receive under the parental roof.

NIAGARA POWER.

We cannot take leave of the great water-fall without a few words regarding the tremendous works that have been constructed to turn to good use the mighty power which has for countless ages been simply running to waste, as far as its economical use is concerned.

To "Harness Niagara," which had been long a dream, is now an actuality, electric power, developed by its fall, being at present furnished Toronto, Buffalo and Lockport. The possibilities of future invention and discovery in the field of electric science are limited only by the imagination. A single generation has seen the commercial development of electric light, electric railways, the telephone, the phonograph and wireless telegraphy, any one of which, if even hinted at in what we are pleased to call the "good old days," would have been sufficient grounds for burning at the stake for witchcraft.

In face of such modern miracles can we conclude that we have reached the limit of advancement? We think not, and venture to prophesy that in the future will be celebrated even greater marvels than in the past.

The following companies are at present either in active operation or far advanced in the work of development.

On the Canadian side:—(1) Canadian Niagara Power Company; this plant has all its permanent works constructed for a capacity of 100,000 H.P. net. (2) Ontario Power Company; the headworks for this Company are constructed for 180,000 H.P. (3) The Toronto & Niagara Power Company; its allied company, the Electrical Development Company of Ontario, Ltd., is constructing a power plant of 125,000 H.P. capacity.

On the United States side:—Niagara Falls Power Co., with a development of 110,000 horse power; Hydraulic Power Co. with 35,000 horse power and 100,000 horse power more under construction.

It is estimated that the complete cost of these three great works will be from 15 to 20 million dollars.

The Niagara Park Commissioners, in their wisdom, but at the expense of the power companies, have been rigidly insistent upon the various works of construction being so planned that, when completed, they will not only not detract from the physical beauty of their surroundings, but add thereto. It is cause for congratulation for Canadians that most of the possibilities of power development at Niagara are on the Canadian side, for, although two of the three companies are controlled by United States capital, each of the agreements contain a clause providing that not less than 50 per cent. of the power they may develop shall be held for use in Canada in the event of a demand arising therefor.

LEWISTON, N.Y.,

Is reached from Niagara Falls by the New York Central & Hudson River R. R. and the Niagara Gorge R. R. (Great Gorge Route). It is situated at the head of navigation on the lower Niagara River, steamers being unable to stem the current above that point, and therefore it is the terminal for the Niagara Navigation Company. Lewiston is one of the most charming spots upon the Niagara frontier, the

beautiful view showing Queenston Heights, the Niagara Gorge and the winding river below is world-renowned. It is a delightful place to spend a restful holiday.

The Niagara River Line steel day steamers Cayuga, Chippewa, Chicora, and Corona, leave Lewiston and Queenston six times daily, except Sunday, for Niagara-on-the-Lake and Toronto. They are named: "Chicora" (The Pretty Flower), "Corona" (The Bright Sun Ray), "Chippewa" and "Cayuga," after the great Indian tribes bearing these names, and are replete with every comfort, and are famed for their punctual express service across the lake. The commodious promenade decks afford opportunity for fresh air, exercise and sight seeing, comfortable cabins provide shelter and



STEAMER "CAYUGA."

rest, while the splendid dining-room service supplies the wants of the inner man.

Passengers crossing on one may return on any of the other steamers. Baggage is examined for Customs by Customs' Officers on board.

In the just completed "Cayuga" many new features have been introduced in the interior arrangements. The dining room is located up-stairs on the main deck, and patrons while at table may enjoy the lake and river scenery through observation windows. The upper promenade deck, which ordinarily ends in front of the pilot house, is extended to the stem, affording unusual accommodation for passengers and also sheltering the promenade deck below. A light shade deck amidships serves as an awning over the upper promenade deck.



Canada

To the United States citizen there is a peculiar charm in "crossing the border" and entering a "foreign land." The words "British North America" have a fascinating sound, and a day cannot be more enjoyably spent than by taking the boat at Lewiston or Queenston for a seven-mile sail down the Niagara River and a thirty-mile run across Lake Ontario to one of the largest and most interesting cities in Canada. It is a ride of only 45 minutes by steam railroad or 1 hour and 15 minutes by trolley from Buffalo to Niagara Falls, and 20



BROCK'S MONUMENT.

minutes by steam railroad or 30 minutes by trolley from Niagara Falls to Lewiston or Queenston. The Niagara Gorge

scenery between Niagara Falls and Lewiston or Queenston is unsurpassed, and there is not a dull moment in the trip to Toronto and return.

QUEENSTON, ONT.,

Is a quaint village upon the Canadian shore directly opposite Lewiston. It is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. Brock's Monument stands on the Heights of Queenston, whence the village derived its name. It is the terminus of the International Electric Road from Niagara Falls, the cars running to the dock, connecting with the Niagara River Line steamers for Toronto.

After leaving Lewiston the steamers head northward and follow the current for seven miles, the shores of the United States on the right and Canada upon the left, providing an ever-changing panorama of beautiful scenery. At the mouth of the Niagara River a landing is made at the fascinating summer resort of



NIAGARA WHARF.

NIAGARA-ON-THE-LAKE, ONT.,

This is one of the oldest towns in Canada, and formerly the capital of the Province, when it was known as "Newark." Here the first Parliament of Upper Canada met, in 1792. From old Fort George, whose ruins can barely be seen from the river, went forth the gallant General Sir Isaac Brock to meet his untimely end at Queenston Heights in 1812. The old barracks of Butler's Rangers on the great common, and

St. Mark's Church, whose tombstones still bear the marks made by the enemy's meat choppers, are worthy of a visit.

Evidence of the "fighting days" at Niagara-on-the-Lake is furnished by old Fort Missasauga, at the mouth of the river, which can be seen from the deck of the steamer. Its walls are carefully preserved among the many other historic relics of the past which add to the interest of the stranger.

Just opposite Niagara-on-the-Lake upon the United States shore, stands

OLD FORT NIAGARA.

one of the most historical spots in North America, bearing within its walls the relics of almost two and a half centuries. Here in 1669 LaSalle, pursuing his heroic explorations, erected the first building (other than an Indian wigwam) to appear on this frontier, and used it as a base of supplies to facilitate his discoveries. Again on this site in 1678 he built a structure which he named Fort Conti. On its ruins in 1687 DeNouville built the ill-fated fort that bore his name, which was besieged by the Senecas as soon as the army departed, and which was destroyed the following year on the demand of the Senecas acting under British instigation. Fort Niagara is garrisoned, and adjacent to it is one of the best reservations for target practice in the United States. During the period of the Canadian Military encampment at Niagara-on-the-Lake, the jaunty United States soldier crosses the river and fraternizes in friendly good fellowship with the Canadian Militiamen.

Upon leaving Niagara-on-the-Lake the steamer immediately enters Lake Ontario upon her swift passage of thirty miles across its beautiful waters. This sail affords one of the most refreshing features of the trip to Toronto, and as the opposite shore gradually rises upon the horizon the passenger's pleasure in viewing a new country is tempered by regret that the voyage drawing to a close.

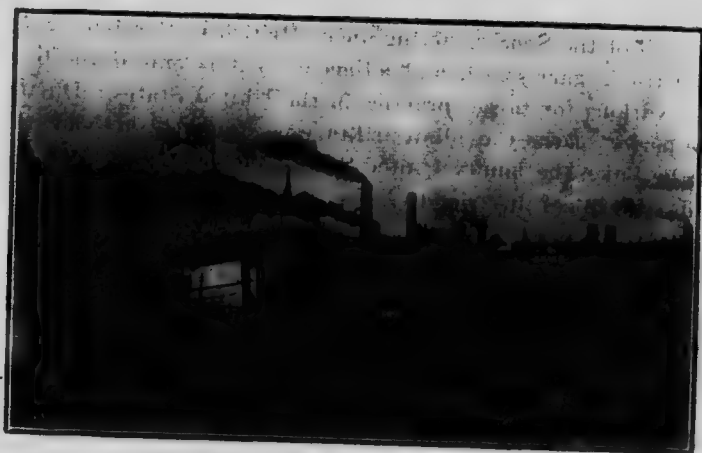
On the trip across Ontario the incoming steamers of the same Line will be passed and saluted, and often the white canvassed yachts of the Royal Canadian Yacht Club will be seen cruising to Niagara-on-the-Lake and other ports.

Soon the Scarboro' Heights on the north shore loom up and the towers and spires of Toronto, the Queen City, come into view. On the west end of the Island, on Gibraltar Point, stands a fine lighthouse with a revolving light, built in 1808. Entering the bay through the eastern gap, a nearer

view of the city can be obtained and also of Hanlan's Point, which is on the western point of Toronto Island, directly opposite the city across the bay.

The steamers land their passengers at Yonge Street wharf, it being the central street of Toronto, called after Sir George Yonge, Imperial Secretary for War, 1791. One block north from the dock is Front Street, where the Toronto Street Railway cars can be taken to all parts of the city for one fare, five cents, or 25 tickets for one dollar, 6 for twenty-five cents. Transfers on all lines are given freely by the conductors when asked for.

A map of the city showing street car lines and an indexed street guide will be found in the back of this book.



YONGE STREET WHARF.

Toronto

Early History.—The site of Toronto was the termination of an Indian trail which supplied the shortest and most convenient road between Lake Huron and Lake Ontario. The name itself is of Huron origin and means a "place of meeting," a term applied to the neighbourhood of Lake Simcoe, which was the northern end of the first stage on the great portage. In course of time the name was transferred from the neighbourhood of Lake Simcoe to the southern end of the trail.

During the latter part of the seventeenth and the beginning of the eighteenth century, the fight for the fur trade with the Indians was maintained with great vigor between the English from Albany and the French from Montreal. The control by the French of the trade passing by the Niagara River led the English to establish a fort at Oswego for the purpose of gaining the traffic from the Northwest, and as a counterstroke, a French trading-post was established in 1749 on the site of Toronto, which was named Fort Rouillé, after the French colonial minister. It was situated on the lake shore in what is now the western part of the city, and its site is marked by an obelisk in the south-west corner of the Exhibition grounds.

In 1758 the threatened attacks on Quebec, Montreal and Niagara by the English forces under Wolfe and Amherst, compelled the Governor of Canada, M. de Vaudreuil, to withdraw his force from the smaller forts, and under his instruction Fort Rouillé was burned in 1759.

The termination of the American Revolution and the declaration of Independence was followed by the expulsion of the United Empire Loyalists, many of whom settled in Upper Canada. Some of these settlers found their way to the vicinity of Toronto and civilized settlement had then its beginning. At that time the eyes of the Imperial officials were cast on it as a suitable site for the future capital of Ontario, it possessing a capacious, safe, and well-sheltered harbor. Its situation certainly commended it as a convenient

and safe place for the capital of the Province, and when Lieut.-Col. John Graves Simcoe, the first Governor of Upper Canada, came to the conclusion that Newark, as Niagara-on-the-Lake was then called, was unsuitable for the Seat of Government, on account of its proximity to the United States border and its not being central enough for provincial purposes, he had no difficulty in selecting Toronto as the place best suited for his capital.

At the beginning of this century the town had taken form and was spreading its buildings over the fairly large area laid out. Public buildings were erected and others were



CITY HALL.

projected and residences sprung up of goodly proportion and architectural variety. At this period the town was twice captured by the Americans. It surrendered in 1813 to General Pike, when the Houses of Parliament and the records were burned and much damage inflicted on property; the mace, "the gilded bauble" of authority in use in the Parliament, was carried off to Detroit. A painting of it, however, may now be seen in the present Parliament buildings, and it isn't much to look at. Three months later the town was taken by the American fleet under Commodore Chauncey.

In 1834 it became a city, and the man upon whom was bestowed the distinction of being the first mayor was the agitator and reformer, William Lyon Mackenzie. At the date of its incorporation, the population of Toronto was under 10,000 and the ratable property within the city limits did not exceed three quarters of a million dollars. The western boundary was Peter Street and the city did not extend beyond the Don. There were few buildings to the north of Queen Street, then known as Lot Street, the primeval forest being still uncut and uncleared on the northern border.

Rise and Progress.—The story of the rise and progress of the city of Toronto probably has no parallel in the history of the continent. In place of the trackless forest, now stands the majestic commercial metropolis of Canada with 300,000 inhabitants, vast wealth and immense industries.

It is unquestionably true that Toronto's marvellous growth is due to a combination of powerful factors. Her outlets, whether by ship or rail, are excellent and perfectly maintained. To the north, east and west lies a beautiful and most fertile country, while on the south is the broad expanse of one of the five greatest lakes in the world.

In all the Dominion there is no city blessed with a more salubrious climate than Toronto. The meteorological records show that few cities on the continent have fewer rainy days, and yet the oppressiveness of the summer heat of other cities in the same latitude is rarely felt in Toronto, the deep cool lake in front of the city modifying as it does the south and south-west winds blowing over it. It is cooler in the summer and warmer in the winter than Chicago, Cleveland, Buffalo, Detroit or any other city on the chain of Great Lakes.

From whatever point approached, Toronto presents all the elements and aspects of metropolitan life. On every hand are to be seen evidences of material wealth and prosperity, of comfort and luxury, of taste, culture and refinement.

The city is admirably laid out and the streets are broad and pleasant. The principal shopping thoroughfares are lined with mammoth, and in many cases magnificent, mercantile establishments.

It is safe to say that no city of equal size in America contains so many substantial and artistic homes and so delightful a series of residential districts as Toronto. It is a city

of homes, numbering among its citizens more actual householders than any community of the same area and population in the entire country.

Mercantile Advantages.—It is the manufacturing and distributing city of a wealthy and enterprising community, whose country is exceedingly rich in timber, minerals, fisheries, and the products of the soil, and whose number and commercial strength are rapidly increasing. Three great systems of railway spread their main and branch lines over this vast area focusing in Toronto, where the lines of rail and water communication meet, and from which all the markets of Ontario and the great Canadian West can be most conveniently reached. Central Ontario is the most highly cultivated portion of the Dominion of Canada, but in the wide expanse of its northern portion and westward along the Great Lakes, and even to the boundaries of Manitoba, new settlements, towns and villages are constantly springing up, and new avenues of commerce being opened up as the resources of these districts become more fully known. The construction of a new Canadian railway to the Pacific Coast will largely increase the sphere of Toronto's commercial influence, while the facilities for cheap lake navigation from Ontario ports give to the city an assurance of continued and increasing supremacy in the control of the wholesale trade of New Ontario, Manitoba and the North-West Territories.

Public Buildings.—Toronto probably contains as many fine public buildings as any city of its size in the world. Among these may be mentioned the Union Depot, which cost over a million dollars; the City and County Hall, which, without exception, is the finest in the world; the Temple Building, the home of the I. O. F.; the Confederation Life Building, Canada Life Building, the Parliament Buildings, University of Toronto, Osgoode Hall, Normal School, Upper Canada College, Trinity University, Knox College, General Hospital, and many others of which lack of space forbids mention.

Government.—The government of the city is vested in a Council consisting of a Mayor, four Controllers and eighteen Aldermen. The Mayor and Controllers are elected annually from a vote of the entire city. The Aldermen are elected annually, three from each of the six wards into which the city is divided. The Board of Control is the executive Council.

Growth.—Since the stormy days of 1834, when with a population of 9,254 Toronto donned the garments of a city, its growth has been steady, and within the past few years rapid. The first assessment of city property in June, 1834, placed the value at \$634,410, while the total amount of assessment for the year 1907, as returned by the assessors, is \$184,682,468.

As illustrating the expansion of Toronto, the value of the building permits issued for 1906 reached a grand total of \$13,160,398, as against \$5,806,120 in 1904, an increase of \$7,264,278. The number of permits issued for 1906 was 3,430, as against 1,725 for 1904. The number of separate buildings erected in 1906 was 4,710, against 1,930 in 1904.



UNION STATION.

The yearly expenditure of the city is over \$4,000,000, but from the revenue-producing assets upwards of \$1,300,000 is derived, exclusive of the amount raised by taxation.

Situation.—In the City Engineer's report the topography of Toronto is given as situated upon the northern shore of Lake Ontario, about forty miles easterly of its western terminus. It lies in latitude $43^{\circ} 39' 10''$ north, longitude $79^{\circ} 23'$ west, on a plateau gently ascending north for a distance of three miles, where an altitude of about 220 feet above the lake level is reached. It extends about eight miles along the lake, and is generally level, with slight depressions at points where minor water courses previously

existed, The harbor is formed in front of the city by a sandy island, which lies to the south, at a distance of about a mile and a half.

Education.—In the realm of education, of art, of music, of the things that make for culture, refinement, and for mental and spiritual uplift, the Queen City is universally recognized as the hub of the Dominion. Toronto can show more schools and educational institutions per capita, can boast of more and finer musical organizations, can point to a higher average of general culture, can count a larger number of churches, than any other city of similar size on the continent.



UNIVERSITY OF TORONTO.

In the matter of schools and colleges her position has never been challenged by any Canadian or United States city of like population. At the top of the city's educational system stands the University of Toronto, comprising among its federated colleges and universities Faculties in Art, Medicine, Applied Science and Engineering, Dental Surgery, Music, Pharmacy, Agriculture and Pedagogy. The total enrolment of University and College students is over 4,000, and every year shows a large increase in each Faculty. The following institutions are federated with the University, viz.: Victoria College, Trinity College, Knox College, Wycliffe College and St. Michael's College.

In secondary education there are three Collegiate Institutes, a Technical High School, and two new High Schools are now projected. The registration of pupils at these secondary schools is over 2,000. In addition there is Upper Canada College, a boys' residential school, which covers first-year University work, and which is attended by over 200 pupils, and St. Andrew's College, also for boys.

There are altogether over 35,000 pupils in the city Public

VICTORIA UNIVERSITY.



Schools. School attendance up to the age of 12 years is compulsory, except by a special permit from the Public School Inspector. Consequently there are no illiterates among the native-born citizens of Toronto. There are 582 teachers on the Public School staff, 126 Kindergartners, 35 Collegiate Institute teachers, 24 Technical High School teachers, and

105 Separate School teachers. The average daily attendance at the Public Schools is 23,679; at the High Schools, 1,598; at the Separate Schools, 3,608. The value of school property is over \$2,000,000, exclusive of the Separate Schools. A Provincial Normal School is also located in Toronto.

Art.—In the domain of art Toronto has long been recognized as the centre whence radiates the best Canada can show in painting, sculpture and architectural designing. The Ontario Society of Artists have a gallery of their own, and their annual exhibition gives an epitome of the progress and status of art in all Canada. A large Provincial Art Gallery is located in the Education Department buildings. The Central Ontario School of Art, the Women's Art Association, the Toronto Art League, the Graphic Arts Club, the Society of Arts and Crafts, and other societies of similar aims and scope, also contribute to the influence of Toronto as an art centre. The Canadian Institute and the Women's Canadian Historical Society do much to preserve the fast vanishing tokens and records of our country's past, while the National Council of Women, the British Empire League, and other similar organizations, are keenly in touch with the sentiments of the present day.

Music.—Toronto has achieved a continental renown as a musical centre, and no city on the continent gives a more appreciative or more generous support to musical functions. It supports three excellent Conservatories, to which students come from all over Canada, and from many foreign countries. The Mendelssohn Choir of 220 singers under the leadership of Dr. A. S. Vogt, recently paid a triumphant visit to Buffalo and New York, whose musical critics say better choral singing was never heard in either city. The "Buffalo Commercial" said of the choir: "Perhaps London, Berlin or Paris may have, for a season now and then, a better equipped, mixed chorus than Dr. Vogt's, but the latter ranks, without doubt, to-day, among the world's best equipped and best trained choruses."

In addition to this premier organization, we have the National and Festival Choruses and the People's Choral Union, each of about 300 voices; the Schubert, Sherlock and Male Chorus Societies, and many others.

The establishment of the Toronto Conservatory Symphony Orchestra as a permanent organization marks a further step in advance in music.

Summer Resort.—As a summer resort, from its accessibility and the advantages it affords in the matter of cleanliness and coolness, Toronto has long had much vogue with tourists during the summer months. Leading resorts are within easy distance of the city, and many find it convenient to make their headquarters here, using the city as a base from which to visit the other chief points of interest such as Muskoka; the Temagami Region, the famous Cobalt Silver Camp, only a night's ride in a Pullman away; the Parry Sound District; Kawartha Lakes and the Georgian Bay District. Passenger steamers ply from Toronto, touching at



THE ISLAND BRIDGE.

all the noted ports, including the beautiful stretches of the Bay of Quinte, the St. Lawrence River and the Thousand Islands.

There are many beautiful drives and health resorts in and around Toronto, the roads and driveways being well adapted to motoring and driving. Of the chief beauty spots mention may be made of the Queen's Park, containing the Parliament Buildings and the University of Toronto; the Rosedale Ravine; High Park in the west, and the Humber River; Munro and Victoria Parks in the east, and the Scarborough Bluffs, high clay peaks, skirting the shores of Lake Ontario.

The Island.—In front of the city is Toronto Island, where, within but a few minutes of the busiest streets, one may find quietness, fresh air, and all the delights of shady groves, sandy beaches and tumbling waves. The Island is the property of the city, and the lots are only leased to tenants. Many costly, beautiful homes may be found on its streets, as well as the shack of the summer visitor and the tent of the camper. Its park contains 380 acres, diversified with athletic grounds, flower beds and lagoons.

Sports.—Toronto holds a foremost place in sports, being represented in aquatics by the Argonaut Rowing Club, the Toronto Rowing Club, the Do. Rowing Club, and the Toronto Canoe Club, which is the largest in the world. The Royal Canadian Yacht Club, the Queen City Yacht Club, and minor organizations provide accommodation for the devotees of sailing. In amateur branches of sport, lacrosse, baseball, golf (with five clubs having beautiful grounds and club houses), polo, cricket, bowling, tennis and football are popular.

CANADIAN NATIONAL EXHIBITION.

The Canadian National Exhibition, which is held in Toronto annually, in August and September, is the most progressive institution in Canada.

In every way it justifies the title of "National," for among the exhibits will be found specimens of every article made in Canada, every animal, every agricultural product, and every product of the mine, forest, farm, factory, lake and river. In addition, the world is annually scoured for extra attractions. Considerable attention is also paid to Music and Fine Arts. For the last few years the most famous bands of the British Empire, such as the Coldstream Guards, the Black Watch, the Irish Guards, and the Second Life Guards, have been brought across the Atlantic, and have given two concerts daily on the grounds. In the Art Gallery are to be seen not only the works of all the leading Canadian artists, but also many valuable pictures loaned by His Majesty the King, the City of London, the Government of France, the City of Liverpool, South Kensington Museum, Victoria and Albert Museum, Lord Strathcona, and other eminent people and famous corporations. One of the most attractive buildings is

the Process Building, which has been erected this year, at a cost of nearly \$100,000, and in which will be shown some thirty industries in active operation. This building is unique to the Canadian National Exhibition, not having its like in any other exhibition of the world. A new Main Building and one of the largest grand stands on the continent have been erected to replace buildings destroyed by fire.

BANKS.

Toronto possesses many beautiful banking houses. Amongst these may be mentioned the Bank of Montreal,



THE TRADERS BANK.

Yonge and Front Streets; the Traders Bank on Yonge, near King; the Dominion Bank, Yonge and King; the Bank of Commerce and the Bank of Nova Scotia, King Street west. Dozens of beautiful branch banks occupy prominent corners in the city.

Attention may be called to a contrast in the building policy of two prominent banks. The Bank of Montreal has

a modern building of one storey on the valuable corner of Yonge and Front, while a little farther up the former street is the highest building in Canada, the new fifteen-



BANK OF MONTREAL.

storey building of the Traders Bank. Cuts of both buildings are given herein.

FACTS ABOUT TORONTO.

The area within the city limits, not including the Island or land under water, is 18 square miles.

In this area there is a population of 300,000.

There are 349 miles of streets and lanes.

Revenue from the city water works about \$500,000.

Water always fresh and good, 12,000,000,000 gallons supplied annually, and a new brick tunnel eight feet in diameter is now being built under the Bay to ensure its purity.

Underground electric conduits, 200 miles.

85 miles of steam railway track.

95 miles of street railway. Carried 76,958,488 passengers in 1906, and paid to the City \$467,365, which was applied in reduction of taxes.

Value of property owned by the city is estimated at about \$8,500,000.

Cathedrals, 3: St. James' (so called), and St. Alban's. Anglican; St. Michael's, Catholic.

Churches, all denominations, 215.

Licensed Hotels, Saloons, etc., 184. Boarding Houses, 2,000.

Public Library — circulation 553,000; cost annually, \$30,000. A magnificent new building now being erected.

Public Parks and Gardens, area about 1,504 acres.

Free Concerts are given by the magnificent Bands of the various regiments in the parks in summer.

36 Banks.

5 Public Markets, free; no Toll Gates.

Telephones, about 17,000.

6 Theatres, 22 Music and Concert Halls, chief among them being Massey Hall, with seating capacity of 3,500.

Zoological Gardens.

There are 245 miles of sewers.

In respect to fire protection, there are 214 officers and men in the brigade, 75 horses, 64 pieces of apparatus for various purposes, 3,235 fire hydrants, 18 fire stations and 7 steam fire engines. The police force comprises 350 officers and men, one headquarters and seven stations.

The military forces comprise two permanent corps, one mounted and one infantry. At Stanley Barracks "A" and "B" Squads of the Royal Canadian Dragoons are stationed, while No. 2 Lepot of the Royal Canadian Regiment of infantry is also located here. In the active militia the cavalry comprise the Governor-General's Body Guard, 4 squads, and the Mississauga Light Horse, 4 squads; and in infantry, the Queen's Own Rifles, 16 companies, the 10th Royal Grenadiers, 8 companies, and the 48th Highlanders, 8 companies. In addition there are the Canadian Engineers, Army and Medical Corps, and the Upper Canada College Cadets. There is a Royal School of Cavalry and a Royal School of Infantry for military instruction in Toronto. Commodious Armouries are maintained by the Government for the use of the active militia.

Toronto is singularly well provided in the matter of hospitals and public institutions. Arrangements have already been perfected for the erection of a new General Hospital at a cost of \$1,500,000.

There are 6 daily newspapers, 40 weekly, 20 semi-monthly, 76 monthly, and 8 quarterly newspapers and periodicals published in Toronto.

It is the centre of the law system of Ontario, having 27 law courts within its limits.

For the benefit of guests and tourists who may be strangers to the beauties and points of interest of the Queen City, we append a list of the places that may be visited.



Principal Places of Interest.

PARKS.

Alexandra Park, 7 acres.

Allan Gardens, west side of Sherbourne Street, 10½ acres.

Belwoods Park, west side of Belwoods Avenue, and south of Arthur Street, 15 acres.

Clarence Square, 2¼ acres.

Exhibition Park, 204 acres.

High Park, Queen Street West, 375 acres, wherein is Colborne Lodge.

Island Park, Island, opposite City, 380 acres.

Ketchum Park, between Davenport Road and Scollard Street, 4 acres.

Munro Park, Queen East, reached by electric cars.

Queen's Park, head of College Avenue, 35 acres.

Reservoir Park, east of Yonge St., North Toronto.

Riverdale Park, cor. Sumach and Winchester Streets, 162 acres. The zoological collection is located here.

Rosedale Ravine Drive, entrance 935 Yonge Street.

Scarborough Beach Park.

Simcoe Park, 150 acres.

Victoria Memorial Park, 2½ acres, Portland Street.

Victoria Park, east city limits, reached by electric cars.

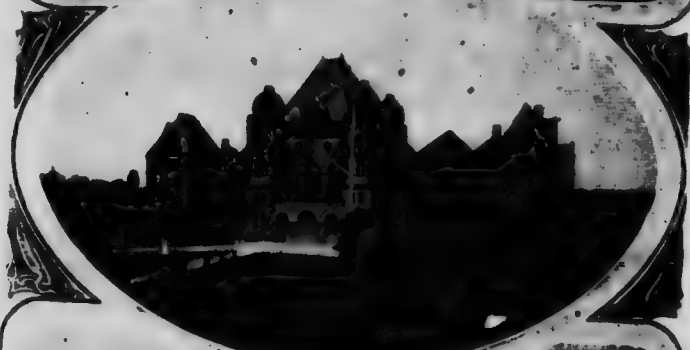
Walmer Road, Walmer Road, cor. Lowther Avenue.

Woodbine Park and Race Track, 50 acres.

PARLIAMENT BUILDINGS.

Situate at the southern end of the Queen's Park are the new Parliament buildings for the Province of Ontario. The view from the front of the building takes in the handsome University Avenue. Looking northward, Avenue Road, a continuation of University Avenue, is seen beyond the group of oaks that adorn the park, stretching as far as the new Upper Canada College.

The principal frontage is 435 feet, with a depth of 200



feet, the main entrance forming a double letter E, and enclosing within its walls over 76,000 square feet. The centre facade measures 120 x 125 feet. The main entrance is composed of three noble arches 18 feet wide by 26 feet high. This entrance is flanked by the great towers with their domes of copper and wealth of stone design.

Magnificent views are obtained from these towers. The structure took six years to complete, at a cost of \$1,250,000.

The Legislative Chamber is a lofty, well proportioned hall. The building contains many paintings of Patriots, Generals, and Statesmen, including W. Lyon Mackenzie, the first Mayor of the city in 1834, and afterwards the leader of the rebellion against the Family Compact, who designed the city arms and motto: "Industry, Intelligence and Integrity;" and Laura Secord, who, in the perilous time of the invasion of Canada by the forces of the United States, travelled all night through the forest and the enemy's lines to warn the British of an impending attack at Beaver Dam. Her warning resulted in a victory for the British and the capitulation of the foe.

UNIVERSITY BUILDINGS.

These buildings are at the left of Queen's Park. Here many men eminent throughout the continent received their education. The general outline of the main building approaches the form of a square, having an internal quadrangle of about 200 feet square, the north side of which is left open to the park. This building is one of the purest types of architecture in America. Convocation Hall, the Biological, Chemical, Medical and Science buildings, and the Library, form a magnificent group of buildings in a beautiful setting of park land.

OBSERVATORY.

South of the University main building may be seen a small stone building with a dome. This is the temporary home of the Observatory and Meteorological staff pending the erection of new buildings on the corner of Bloor and Davenport streets.

OSGOODE HALL.

Osgoode Hall is located on Queen Street West. It was named after the late Hon. William Osgoode, Chief Justice of Upper Canada. This building contains the court rooms and offices for the Superior Courts of the Province. The building is of classic style and is of great beauty, the centre hall being adorned with many portraits of judges. The grounds encircling the magnificent structure comprise about six acres.

NEW CITY HALL.

The new City Hall is situated at the head of Bay Street, which site was purchased at the cost of \$250,000. Contracts for the erection of this building were let in 1887, and work commenced in 1880. The building was completed at a cost of one and a half million dollars. It is about 300 feet square, and built of stone, and is of Romanesque architecture; it has a tower 300 feet high, with an illuminated clock 21 feet in diameter, and one of the largest in the world. The trimming of the exterior is richly carved; the interior is finished in marble. A stained glass window, opposite the Queen Street entrance, is 330 feet in area, and illustrates commerce and industry. A beginning has been made in the decoration of the building by mural paintings. It also contains the portraits of former Mayors.

NORMAL AND MODEL SCHOOLS.

On Church, Gerrard and Gould Streets, upon one of the most attractive spots in Toronto, are the buildings and grounds of the Normal and Model Schools. The buildings are situated upon the centre of an open square of about seven and one-half acres of ground. The Educational Museum, in connection with the schools, contains specimens of Canadian Natural History, and a variety of maps, charts, diagrams, philosophical apparatus and school furniture. It also contains an extensive collection of copies of celebrated Dutch and Flemish oil paintings and engravings, and casts of some of the most noted groups of statuary, together with a collec-

tion of English, Canadian and classical busts. It is well worth a visit. Open daily, 9 to 5. Admission free.

MCMASTER HALL.

The Toronto Baptist College on Bloor Street is five storeys in height, and is constructed of brown stone, faced with brick. It is considered one of the most complete buildings of its kind in America. It was presented to the Baptist denomination by the late Hon. Wm. McMaster, hence its name, McMaster Hall.



UPPER CANADA COLLEGE.

At the head of Avenue Road rise the stately buildings of Upper Canada College, a select school for boys, which institution, founded in 1829, for many years occupied a commodious row of brick buildings on King Street West, opposite the Government House, where now stand busy factories with hundreds of employees. The grounds surrounding the College are extensive and well laid out, and the interior equipment of the structures all that modern art and appliances can make it.

ST. MICHAEL'S CATHEDRAL,

On Bond Street, corner of Shuter, is a fine example of gothic architecture. The interior is beautifully decorated, and it contains many handsome windows, notably one imported from France many years ago, representing the Crucifixion, which is back of the main altar, and was made by a celebrated artist named Thevenot. It also contains a magnificent organ with a peculiarly rich tone, due to the age of the pedal pipes, which were a portion of the old organ now replaced. This church, like Catholic churches through-



GROUP OF CHURCHES.

out the world, is open all day for prayer and meditation. It is the building on the left in picture.

METROPOLITAN CHURCH.

This fine church, of white brick, with cut stone dressings, stands in handsome grounds on Queen Street east, corner of Church. At the main front looking southward is a massive and stately tower. The organ, a recent gift of a wealthy lady, is one of the largest on the continent. The building on the right of the picture is the Metropolitan.



ST. JAMES' CATHEDRAL.

Is situated on an historic spot at the corner of King and Church Streets. It has a seating capacity of over 2,000, and its tower and spire, which reach to a height of 306 feet, may be seen for miles away on the lake. The tower contains a fine clock, with very inadequate dials, and a chime of eight bells.

GOVERNMENT HOUSE.

The residence of the Lieutenant-Governor is on King Street West, opposite the Church of St. Andrew, and is designed in the modern French style of architecture. Red brick is the material used in the walls, relieved with Ohio cut-stone dressings. It stands in beautiful grounds with well kept flower beds, but the growing business portion of the city is rapidly closing it in, and a few years only will elapse before its removal will be necessary.



GOVERNMENT HOUSE.

ALLAN GARDENS.

These Gardens are located at the corner of Carlton and Sherbourne Streets and occupy a space of ten acres, all of which are highly cultivated. They were donated to the city by the Hon. G. W. Allan, and were opened to the public on the occasion of the visit of His Royal Highness the Prince of Wales in 1860. A handsome fountain 25 feet high is another attraction at this place of public resort, the cost of which was \$2,000.

EXHIBITION GROUNDS.

The Exhibition Grounds occupy a model site on the Garrison reserve, overlooking Lake Ontario. The grounds are very extensive and the buildings are commodious, of pleasing de-

signs and perfectly equipped for the purposes for which they were erected. Here is held each year Canada's greatest Exposition, and thousands of people from all parts of the Dominion and the United States pay a visit annually to this, Canada's biggest agricultural and industrial show.

COLBORNE LODGE.

Fronting the lake's edge about four miles westward from Yonge Street's stream of trade, stands Colborne Lodge, an unpretentious stuccoed dwelling with a winding path leading up from the shore.



J. G. HOWARD

Not the oldest of Toronto's buildings—nor in large historic affairs the most noted—is Colborne Lodge. But the essential human interest of its story cannot fail in an appeal well nigh universal; and from Torontonians no one of their city's landmarks evokes more of affectionate regard than the home of the late John George Howard, whose long life of service to his fellows had its climax in the giving to the city of the magnificent parklands surrounding his home. His gift forms a large part of the 375 or so acres of Howard Park—still commonly known as High Park—Toronto's most beautiful pleasure ground.

Mr. Howard was a descendent from warlike Lord William Howard—the "belted Will" of Sir Walter Scott—and this no less sturdy hero was born twenty-one miles north of London somewhat more than one hundred years ago. At fifteen he went to sea as a boy before the mast, but after two years' experience abandoned nautical life—chiefly because he was chronically troubled by that non-heroic affliction, *mal de mer*. From that time on he devoted his attention to civil engineering and architecture. In 1832 he and his young wife resolved to emigrate to Canada. Mr. Howard was soon appointed drawing-master at Upper Canada College, at a salary of £100 per annum. Gradually his professional ability gained him

recognition, and he became City Engineer. It was in 1876 that Mr. Howard erected, at the summit of a picturesque ravine near his house, a monument protected by an iron railing of curious and massive design. Upon a brass plate are to be read these rugged lines:

"St. Paul's Cathedral for 160 years I did enclose—

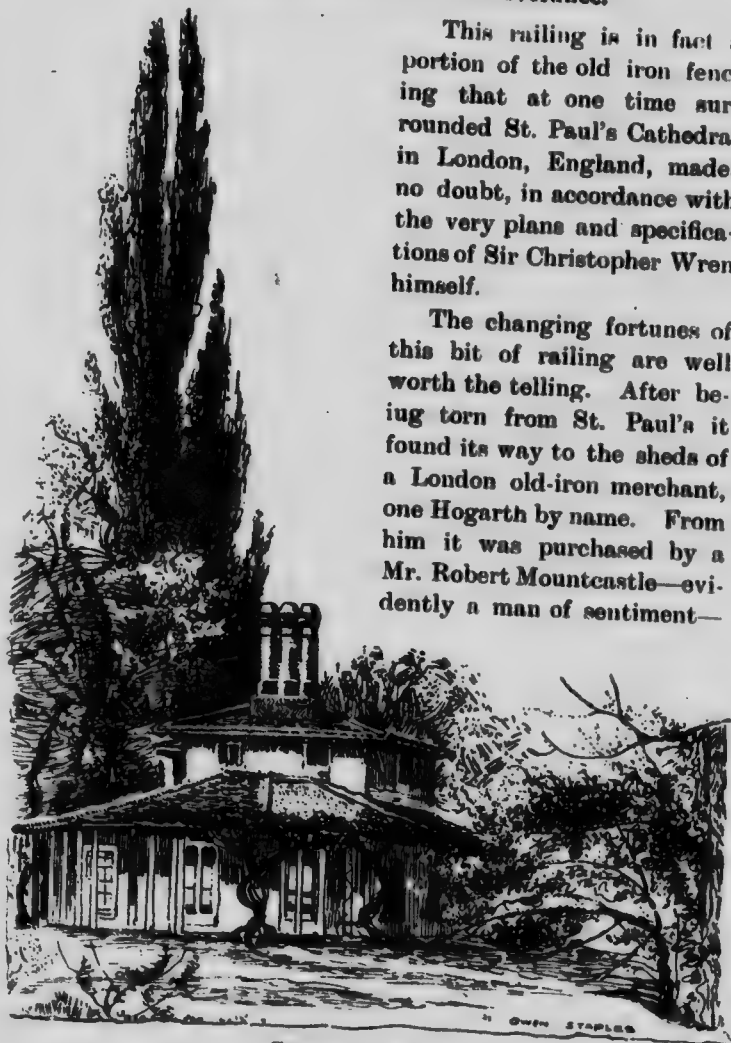
Oh! stranger look with reverence;

Man! Man! unstable man!

It was thou who caused the severance."

This railing is in fact a portion of the old iron fencing that at one time surrounded St. Paul's Cathedral in London, England, made, no doubt, in accordance with the very plans and specifications of Sir Christopher Wren himself.

The changing fortunes of this bit of railing are well worth the telling. After being torn from St. Paul's it found its way to the sheds of a London old-iron merchant, one Hogarth by name. From him it was purchased by a Mr. Robert Mountcastle—evidently a man of sentiment—

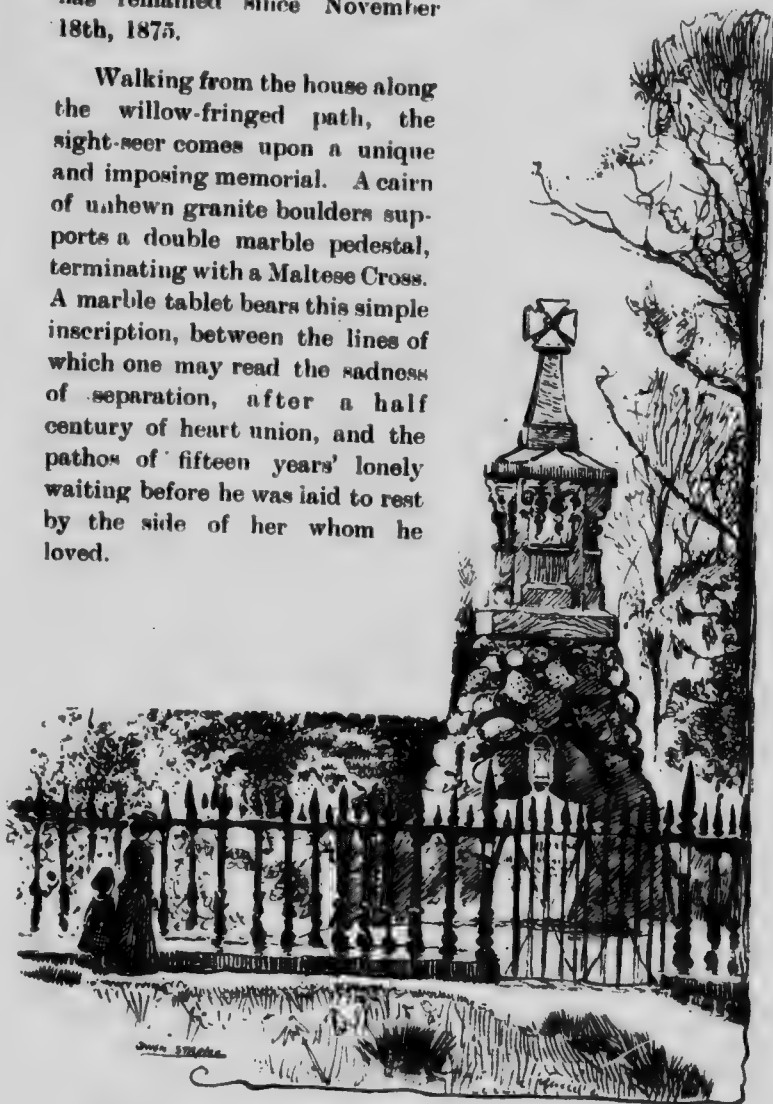


COLBORNE LODGE.

and shipped for Toronto in 1834. But the good ship "Delta," to which it was entrusted, became a wreck—and, not un-

naturally, the fence remained under water. However, a part of it was rescued and later brought to Toronto by Mr. Howard. Here it was finally set on the stone curb where it has remained since November 18th, 1875.

Walking from the house along the willow-fringed path, the sight-seer comes upon a unique and imposing memorial. A cairn of unhewn granite boulders supports a double marble pedestal, terminating with a Maltese Cross. A marble tablet bears this simple inscription, between the lines of which one may read the sadness of separation, after a half century of heart union, and the pathos of fifteen years' lonely waiting before he was laid to rest by the side of her whom he loved.



Sacred to the Memory of
 John George Howard and Jemima Frances his wife.
 Jemima Frances, born 18th Aug., 1802, died 1st Sept., 1877.
 Aged 75 years and 14 days.
 John George,
 Born 27th July, 1803, died February 3rd, 1890,
 Aged 86 years 6 months and 7 days.

How to reach Colborne Lodge! By taking a King Street car going West, the traveller may transfer to the Queen Street Line, and proceed about half a mile farther along the Lake margin to the gate—either by foot or by the Suburban Car Line that starts from Sunnyside.

These notes are from "The story of Colborne Lodge," published by Messrs. Ryrie Bros., Diamond Ifall, Toronto.

MONUMENTS.

Ridgeway Monument at west end of Parliament Buildings, erected in memory of the soldiers who fell repelling the Fenian invaders in 1866 at Ridgeway.

Riel Rebellion Monument at south-east end of Parliament Buildings, in memory of those who fell in subduing the North-West Rebellion.

The following five monuments are in front of the Parliament Buildings:

Lieut.-Col. John Graves Simcoe, the first Governor of Upper Canada, who selected Toronto as the place best suited for his capital.

Sir John A. Macdonald, Premier of Canada for many years, and one of the framers of the Act of Confederation of the Provinces of the Dominion.

Sir Oliver Mowat, for many years Premier and Lieutenant-Governor of Ontario.

George Brown, Editor, Statesman, and one of the Fathers of Confederation.

Queen Victoria, handsome bronze, representing Her late Majesty seated, with sceptre and orb.

Near this monument may be seen two old guns taken from the Russians at Sebastopol in 1854, and presented to the City of Toronto by Her Majesty.

Dr. Ryerson, the founder of Ontario's Educational System. In front of Normal School, Gould Street.

Fort Rouille, at Exhibition Park, fully described elsewhere.

Burns. A fine monument of the Scottish poet. In Allan Gardens, corner Sherbourne and Carlton Streets.

Bust of a Veteran. Memorial Park, Portland Street.

Howard's Tomb, at High Park. Fully described under heading Colborne Lodge.

THE OLD FORT.

On the water's edge at the foot of what is now Bathurst Street may be found the Old Fort, built in 1793 by Governor Simcoe, a spot of tragic interest to all Canadians. The site was chosen because of its command of the entrance to the bay, and its natural advantages to aid in its fortification. It was bounded by the waters of the bay on the south, while the Garrison Creek ravine skirted it on the north and east. This creek, now entirely gone, at one time measured eighteen feet across, and within the writer's memory was a famous swimming place for the boys.

In 1813 the American army under Dearborn set sail from Sackett's Harbor for Little York, with twenty-three vessels mounting eighty guns and three thousand five hundred men. The attacking party was led by General Pike and landed at Humber Bay. As General Sheaffe, in command at York, had but six or seven hundred men, he decided to withdraw towards Kingston, and sent a small force to check the enemy's advance and give time to evacuate the fort. This force disputed every foot of the way to the fort, where as the Americans entered, a terrific explosion occurred, the magazine having been fired by the defeated troops. General Pike was killed by a heavy stone, and dreadful havoc wrought among his troops, no less than 220 being killed. The invaders stayed only long enough to plunder and destroy much property, and to burn the library and other public buildings, including the Parliament Building, from whence they stole the flag, the speaker's wig, and the mace. These relics are now in the Annapolis Military Museum.

A second descent was made on the fort on 31st July of the same year. But little remained of the fort after this but it was re-built in 1816 according to Simcoe's original plan. The two block houses with their projecting upper stories and loop-holed sides are the most interesting buildings of the fort. The magazine near the western entrance bears on the key-stone of the door the inscription "34 G. R. III." This would be 1794, as George the Third began his reign in 1760. While the whole fort is sadly in need of protection and care it is to-day unique as an example of a stockaded fort of the period of Indian warfare.

All Sorts of Information.

The information contained in this Guide is taken from official sources, and is accurate and reliable. For Street Directory, see back of map.

RAILWAY STATIONS.

Union Station—Front Street West—Yonge, Church car.
North Parkdale—Queen Street West—Queen car.
South Parkdale—Jamieson Avenue—King car.
Riverdale—Queen East—Queen car.
Metropolitan—Yonge north—Yonge car.

POST OFFICES.

General Post Office, 36-42 Adelaide East; Branches—
Bathurst, cor. Queen; Bleecker, cor. Wellesley; 556 Bloor W.;
982 Bloor W.; 154 Dundas; 601 Dundas; 117 King W.; Lee
Ave., cor. Queen; 491 Parliament; 301 Queen E.; 780 Queen
E.; 1048 Queen E.; 135 Queen W.; 57 Queen W.; 1400
Queen W.; 460 Spadina Ave.; Strachan Ave., cor King; 351
Yonge; 443½ Yonge; 675 Yonge; 618 Yonge; 856 Yonge;
1160 Yonge; 253 Avenue Road.

CANADIAN RATES OF POSTAGE.

Notice to American tourists and others.—All letters or other matter mailed in Canada must bear Canadian stamps.

Letters—To places in Canada, United States, Porto Rico, Hawaii, Guam and Philippine Islands, 2c per oz. or fraction. To the United Kingdom and the British possessions, 2c per half oz.

Special Delivery Letters.—Letters are sent to their City addresses between 7 a.m. and 11 p.m. daily, except Sunday, bearing in addition to the usual prepayment of two cents an ounce a "special delivery" Canadian stamp addressed to the following cities in Canada: Toronto, Hamilton, London, Brantford, Kingston, Ottawa, Montreal, Quebec, St. John, Fredericton, Halifax, Winnipeg, Victoria and Vancouver. The ten cents "special delivery" stamp may be obtained at any post office. American Special Delivery Stamps can be obtained at the Stamp Counter, General Post Office.

Postcards—For Canada and the United States, 1c each; Great Britain, Newfoundland and all Postal Union countries, 2c each. Reply cards for Canada and the United States, 2c. Private cards may have a reply card attached, bearing one stamp. To any Postal Union country private cards (prepaid), 2c.

Newspapers and Periodicals—To places in Canada or United States, 1c per 4 oz.; papers not more than 1 oz., $\frac{1}{2}$ c. Local papers, etc., not weighing more than 1 oz., delivered in city, $\frac{1}{2}$ c. Newspapers printed in Canada, sent to the United Kingdom, Bahamas, Barbadoes, Bermuda, British Honduras, Ceylon, Cyprus, Gambia, Hong Kong, New Zealand, and Sarawak, Transvaal and Zanzibar, 1c per 4 oz.; other papers, 1c per 2 oz.

Legal Documents and Commercial Papers, and all other matter, either wholly or partly in writing, for delivery in Canada, 2c per oz.; to the United States, Great Britain, Newfoundland and all foreign countries, 5c. for first 10 oz. and 1c for each additional oz. Covers should be open at ends for examination.

Books, matter partly printed or wholly in print, and miscellaneous matter, for Canada, United States, Newfoundland and all other countries, 1c for each 2 oz. or fraction thereof. Weight limit, Canada, 5 lbs. (a single book, 10 lbs.) Limit to United States and United Kingdom, 5 lbs. For other countries, 4 lbs.

Manuscript, Printer's Copy and Proof Sheets, for Canada, or United States, 1c for each 2 oz. or fraction. Weight limit, 5 lbs.

Circulars, in imitation of typewriting or handwriting by a multiplying process, 1c. per 2 oz. Circulars typewritten are liable to letter rate.

Patterns and Samples of Merchandise, not beyond 3 lbs. in weight, and not of saleable value, for Canada, 1c. for each 2 oz. or fraction; to other countries, 2c for first 4 oz. or fraction; and 1c for each additional 2 oz. or fraction. Weight limit, United Kingdom, 5 lbs. Limit to other Postal Union countries, 12 oz. Parcels to be put up to admit of inspection.

Articles of General Merchandise, to places in Canada and United States, 1c for each oz. or fraction. Weight -

W. A. Murray & Co.

Limited

Toronto

**IMPORTERS AND RETAILERS
OF**

**HIGH-CLASS
DRY GOODS**

ALSO

A very large range of exclusive novelties and souvenirs that we purchase direct from the manufacturers, and, consequently, sell them at very low figures.

Visitors always welcome to look through our various departments

Our establishment is within five minutes' walk of all railways and steamboats.

17-31 KING ST. EAST 10-20 COLBORNE ST.

Victoria St., King to Colborne Sts.

limit, 5 lbs. Parcels must not contain correspondence (except invoices of articles enclosed), and must be open for inspection.

Rates to Other Postal Union Countries—Letters, 5c per $\frac{1}{2}$ oz.; postcards, 2c; newspapers, books, photos, printed matter, etc., 1c per 2 oz.; samples, 2c for first 4 oz., 1c for each additional 2 oz.; commercial papers, 5c for first 10 oz., 1c for each additional 2 oz.; registration fee, 5c.

POST OFFICE MONEY ORDERS.

Payable in Canada, Newfoundland and the United States.
(The limit for a single order is \$100.)

On orders up to \$5, 3c; over \$5 and up to \$10, 6c; over \$10 and up to \$20, 10c; over \$20 and up to \$50, 15c; over \$50 and up to \$75, 25c; over \$75 and up to \$100, 30c.

Payable in the United Kingdom, British Possessions (except Newfoundland), and all distant countries upon which Money Orders may be obtained. (The limit for a single order on these countries is \$50). On orders up to \$10, 10c; over \$10 and up to \$20, 20c; over \$20 and up to \$30, 30c; over \$30 and up to \$40, 40c; over \$40 and up to \$50, 50c.

Postal Notes are payable only in Canada and are bought and paid at any Money Order and Postal Note Office. On note for 20c, 1c; 25c, 1c; 30c, 1c; 40c, 1c; 50c, 2c; 60c, 2c; 70c, 2c; 75c, 2c; 80c, 2c; 90c, 2c; \$1, 2c; \$1.50, 2c; \$2, 2c; \$2.50, 2c; \$3, 3c; \$4, 3c; \$5, 3c. Odd cents may be made up by affixing Canadian postage stamps not exceeding 9c in value to the face of a Postal Note.

PRINCIPAL CHURCHES.

Anglican (47), St. James' Cathedral, corner Church and King Streets. St. Alban's Cathedral, Howland Avenue.

Baptist (20), Jarvis Street, corner Gerrard and Jarvis Streets.

Bible Christian (4), Agnes St., corner Agnes and Ter-aulay Streets.

Catholic (17), St. Michael's Cathedral, Shuter Street, between Bond and Church Streets. St. Basil's, St. Joseph Street, near Yonge. St. Patrick's, McCaul Street.

Catholic Apostolic (1), Catholic Apostolic, corner Gould and Victori Streets.



PHONES MAIN 3943 and 3944

PARISIAN

LAUNDRY

Is the **LARGEST** and most
MODERN Laundry in Canada.

While we are noted for the class
of work done for railways and steam-
boats, we have always paid special
attention to travellers' bundles.

If you leave your parcel in the
office of any hotel in Toronto before
nine o'clock in the morning, you may
be sure of having it returned before
seven o'clock the same evening.

PARISIAN LAUNDRY CO'Y
OF TORONTO, Limited
604-610 KING ST. W., TORONTO, CANADA

Congregational (9), Bond Street, corner Bond St. and
 Wilton Avenue.
 Christadelphian (1), Cecil Street.
 Episcopal (Reformed) (1), Christ Church, corner College
 and Lippincott Streets.
 Hebrew Synagogue (2), Bond Street.
 Lutheran (1), 116 Bond Street.
 Methodist (30), Metropolitan, Queen St. E., between
 Bond and Church Street.
 New Jerusalem (2), cor. Elm Grove and Melbourne Ave.
 Presbyterian (33), Old St. Andrew's, cor. King and
 Simcoe Streets.
 Society of Friends (1), 28 Pembroke Street.
 Salvation Army (6), Temple, cor. James and Albert
 Streets.
 Unitarian (1), First Unitarian, 216 Jarvis Street.
 Y. M. C. A., Yonge and McGill Streets. City Railroad
 Branch Y. M. C. A., 4 Spadina Avenue.

PRINCIPAL HOTELS. .

ALBION HOTEL.—East Market Square. King car. Rates,
 \$1 per day.
ARLINGTON HOTEL.—North-west corner King and John
 Streets. King car. \$2.50 to \$4 per day.
DALY HOUSE.—Corner Simcoe and Front. (See adver-
 tisement, p. 90.)
ELLIOTT HOUSE.—Corner Shuter and Church Streets.
 Church car. Rates, \$2 per day.
EMPRESS HOTEL.—Corner Yonge and Gould Streets.
 Rates \$2.00 per day.
GRAND UNION HOTEL.—Corner Front and Simcoe Streets.
 Rates, \$2 to \$3 per day.
IBOQUOIS HOTEL.—South-east corner King and York
 Streets. Rates, \$2 to \$2.50 per day.
KING EDWARD HOTEL.—King and Victoria Streets.
 American and European plans. Absolutely fire-proof.
 Church or King.
PALMER HOUSE.—North-west corner King and York
 Streets. King car. Rates, \$2 to \$2.50 per day.
POWER HOUSE.—South-east corner King Street and Spa-
 dina Avenue. King car. Rates, \$1.50 per day.
QUEEN'S HOTEL.—78 Front street west. Yonge or
 Church. Rates, \$3.00 per day and up.
RICHARDSON HOUSE.—Corner Spadina avenue and King
 street. King car. Rates, \$2 per day.

CHEESE

At a Summer Resort, in Camp, or on a Cruise

USUALLY LACKS THE NECESSARY
QUALITY OF BEING KEPT FRESH
AND PALATABLE.



**MacLaren's
Imperial**
or
**MacLaren's
Roquefort**

In White Opal Pots, a Standard of Excellence in point
of QUALITY and FLAVOR, is a perfect article
as in every other respect.

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RUNNELL HOUSE.—217 Yonge street. Yonge. Rates, \$1.00 and \$1.50 per day.

SOMERSET HOUSE.—Corner Church and Carlton streets. Church. Rates, \$1.50 and \$2.00 per day.

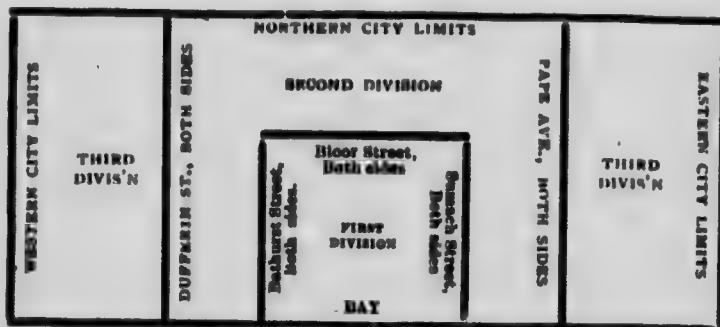
TREMONT HOUSE.—1031 Yonge street. Yonge. Rates, \$1.50 to \$2.00 per day.

WALKER HOUSE.—Corner Front and York streets. Yonge or Church. Rates, \$2.00 to \$3.00 per day.

CITY CAB TARIFF.

Every cabman on each occasion when his cab is hired, when demanded, shall hand his card to the person employing him. No fare is to be paid to any cabman who refuses to hand his card to the person employing him, or who demands a greater rate than allowed by the following tariff:

The Cab Limits.

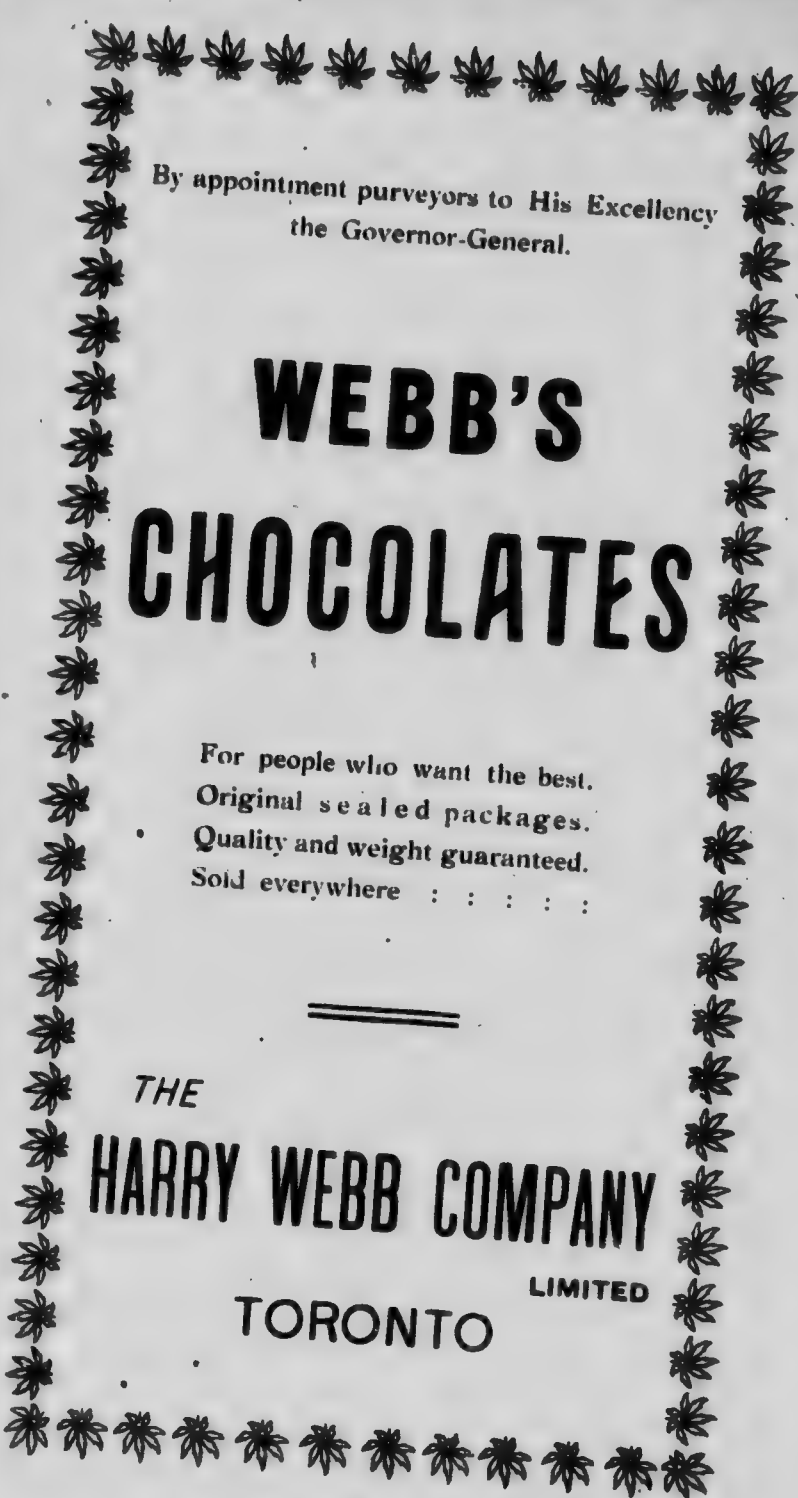


One or Two-Horse Cabs.

First Division—One or two persons, 50 cents; each additional person, 25 cents. **Second Division**—One or two persons, 75 cents; each additional person, 25 cents. **Third Division**—One or two persons, \$1; each additional person, 25 cents.

The fare by the hour for one or four persons in a two-horse cab is \$1.50; for each subsequent hour \$1.25, and for each additional person 25c.

The fare by the hour for one or three persons in a single-horse cab is \$1.00, and for each additional person 25c.



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No fare shall be charged for children under eight years in charge of an adult. Children over eight years and under twelve years, charged half price; over that age full fare.

Baggage.

One trunk and articles that may be placed inside the cab are to be carried free. For every other article placed on the outside of the cab the cabman is entitled to 5 cents.

CAB STANDS.

Church street, near King; Station street; York street, below King.

AUTOMOBILE TARIFF.

Tariff for Autos—First hour, three persons or under, \$3.00; every hour thereafter, \$2.50; and one dollar extra for each additional fare.

EXPRESS DELIVERY TARIFF.

A.—Furniture vans, three or more horses, or other motive power, \$1.25 per hour; two horses, \$1.00 per hour; one horse, 50 cents per hour.

B.—Vehicles used for hauling wood or stone, two horses, full day of nine hours, \$4.50; single hour, 50 cents; one horse, nine hours, \$3.00; single hour, 35 cents.

POLICE STATIONS.

Headquarters and Police Court, City Hall. Queen car.

Station No. 1, 10 Court street. King.

Station No. 2, 59 Agnes street. Yonge.

Station No. 3, Farley avenue, west of Brant street. Queen.

Station No. 4, 246 Wilton avenue. Parliament.

Station No. 5, 860 Yonge street. Yonge.

Station No. 6, 1313 Queen street west. Queen.

Station No. 7, Ossington avenue, north of Bloor. Bloor and McCaul.

Mounted Police Patrol, 6 Court street. King.

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Canadian Pacific, south-east cor. King and Yonge. Telephone Main, 148.

Canadian Northern Ry., 1 Toronto. Telephone Main 4840.

Grand Trunk, north-west cor. King and Yonge. Telephone Main 4200.

Toronto Street Ry., 92 King street east. Telephone Main 7040.

Toronto & York Radial, 92 King street east. Telephone Main 7044.

STEAMBOAT LINES.

Offices.

Niagara River Line, Traders' Bank Building, Yonge St. Telephone Main 864.

Niagara, St. Catharines and Toronto Nav. Co., Geddes' Wharf. Telephone Main 2553.

Richelieu & Ont. Nav. Co., 2 King street east. Telephone Main 2628.

Lake Ontario Nav. Co., Yonge Street Wharf. Telephone Main 1075.

Merchants' Line, Geddes' Wharf, Telephone Main 669.

Turbine Steamship Co., City Wharf. Telephone Main 3486.

Hamilton Steamboat Co., Yonge Street Wharf. Telephone Main 1970.

Toronto Ferry Co., Bay Street Wharf. Telephone Main 2965.

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Toronto to Whitby, Oshawa, Bowmanville, Port Hope, Newcastle, Cobourg, and Colborne—Via Lake Ontario Nav. Co.

For more complete information as to departures and arrivals of railways and steamboats, see daily papers.

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Metropolitan Division.—From C. P. R. crossing, Yonge St., to Deer Park. Glen Grove, Thornhill, Richmond Hill, Bond Lake, Aurora, Newmarket, Jackson's Point, and intermediate stations.

Scarboro Division.—From Woodbine, Kingston Rd. Route, for Halfway House and eastern extension. East Toronto Route, from Woodbine to East Toronto Village.

Mimico Division.—From Sunnyside to Humber, Mimico, New Toronto, Long Branch and Port Credit.

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Weston Route—Cars leave cor. Keele and Dundas Sts., Toronto Junction.

Lambton Route—Cars leave opposite Postoffice, Dundas St., Toronto Junction, for Lambton Mills and Lambton Park.

Davenport Rd. Route—Cars run between Toronto Junction and Bathurst St. every 40 mins., making connections with cars for Weston and Lambton Mills.

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High Park, Colborne Lodge, open all day, free.

LIBRARIES.

Osgoode Hall, Queen street west. Queen.

Provincial Parliament Building. College.

Toronto University, Queen's Pk. College.

Public Library, Church, cor. Adelaide. Church.

Branches.

Northern, 16 Yorkville avenue. Yonge.

Western, St. Andrew's Hall. Queen.

Eastern, Queen, cor. Bolton. King.

College street, corner Brunswick. College.

Dundas St. Branch, 6 Dundas. Dundas.

The various college and institute libraries are not included in above.

THEATRES, PUBLIC HALLS.

Assembly Hall, Temple Bldg. Queen car.

Grand Opera House, Adelaide street west. Yonge.

Labor Temple, Church street. Church.

Majestic Theatre, Adelaide street west. Yonge.

Massey Music Hall, Shuter street. Yonge.

Odd Fellows' Hall, Yonge and College. Yonge.

Princess Theatre, King street west. King.

Shen's Theatre, 93 Yonge street. Yonge.

Star Theatre, Temperance. Yonge.

St. George's Hall, Elm street. Yonge.

St. Paul's Hall, Yonge street. Yonge.

St. Andrew's Hall, St. Andrew's Market, Farley avenue. Queen.

Toronto Opera House, Adelaide street west. Yonge.

ATHLETIC GROUNDS.

University Gymnasium, Queen's Park. College.

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Victoria, 271 Huron. Belt line.

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Woodbine Race Course, 1669 Queen street east. King.

CEMETERIES.

St. James' Cemetery is at the head of Parliament street, about eighty acres in extent. The grounds are beautifully laid out and planted. The mortuary chapel is a fine specimen of Elizabethan architecture. Winchester.

The Necropolis is on the north side of Winchester street. The grounds are tastefully laid out. Winchester.

Prospect Cemetery is situated on the north side of St. Clair Avenue, west of Dufferin Street. Bloor and McCaul.

St. Michael's Cemetery, the old Catholic burying ground, is situated on Yonge street, without the city limits. Yonge.

Mount Hope Cemetery. A beautiful site has been chosen and a new Catholic cemetery called Mount Hope opened east of Yonge street, about one and a half miles from the north City limits. If you visit this cemetery see the beautiful little memorial church, called St. Monica's, the gift of a wealthy Catholic gentleman, on Broadway Avenue. Yonge.

Mount Pleasant Cemetery is situated on Yonge Street, about a mile north of the city, covering one hundred acres, in which are beautiful drives, artificial lakes, etc. Yonge.

Jewish Cemetery, east side of Pape avenue. King east.

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Bank of Ottawa, 33 King street east.
Canadian Bank of Commerce, 25 King street west.
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Home Bank of Canada, 8-10 King street west.
Penny Savings Bank, York and Richmond.
Imperial Bank, 34 Wellington street east.
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Farmers Bank, Bay and Adelaide.
Molsons Bank, 95 Bay street.
Monarch Bank, 32 Church street.
Royal Bank, 46 Yonge street.
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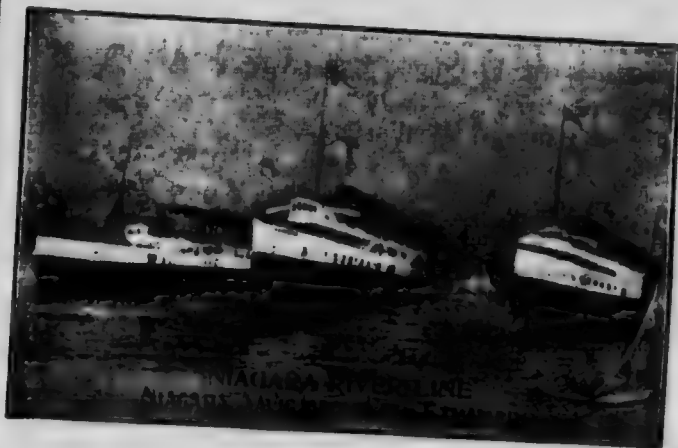
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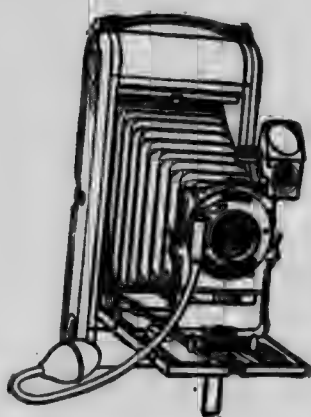
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TELEPHONES :

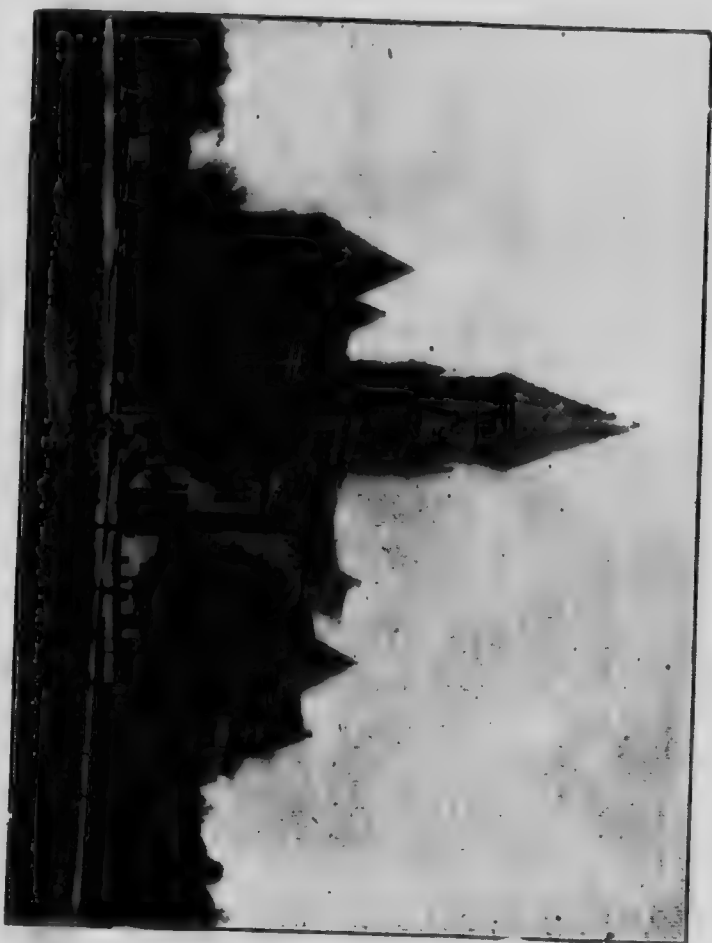
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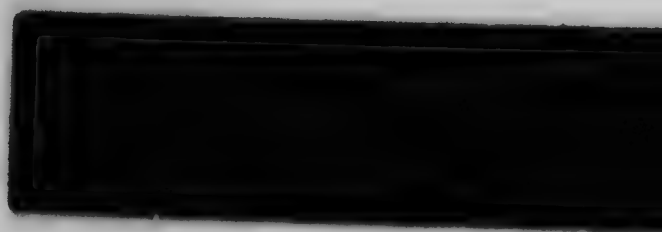
House—Park 74

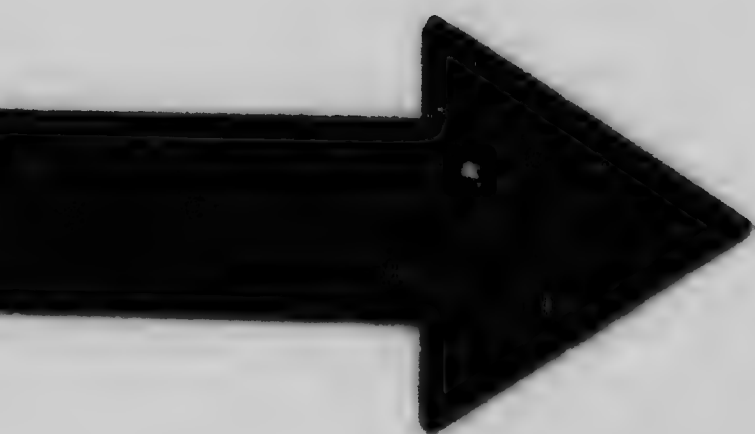
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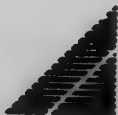
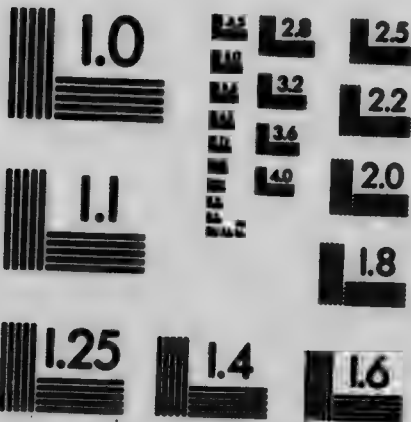






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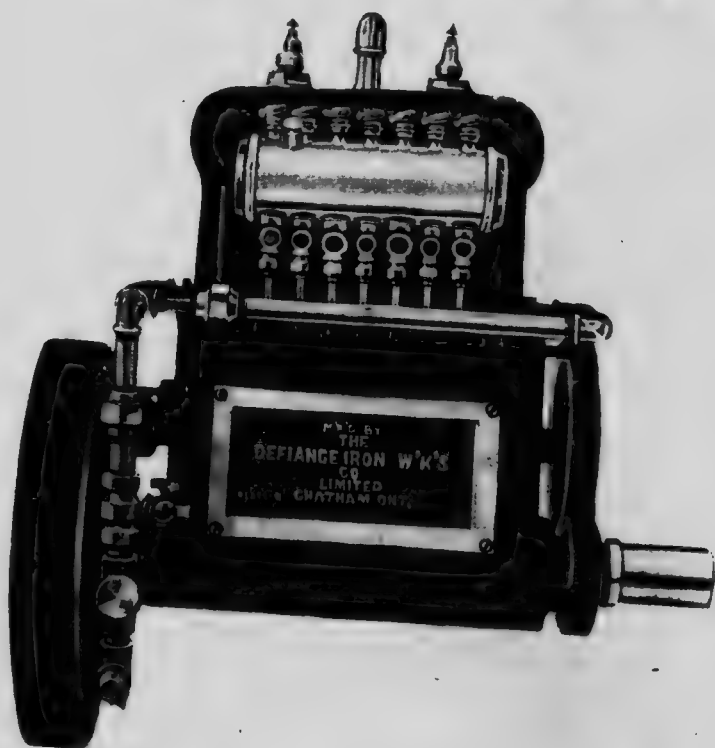
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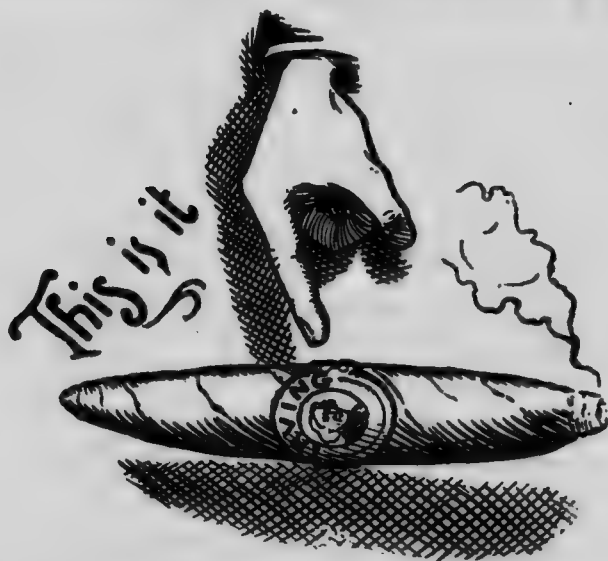
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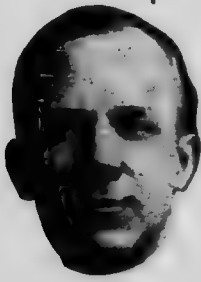
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5	N	Pembroke	8	M	Salem Av.
8	G	Pendrith Av.	5	I	Salisbury Av.
7	G	Percy	8	O	Sarnia
8	G	Perry La.	8	K	Saulters
8	G	Perth Av.	5	F	Saunders Av.
8	L	Peter	9	K	Scarth Rd.
5	I	Phipps	6	L	Schmidt Pl.
9	K	Phoebe	8	K	Schiller Av.
5	M	Pimfield Pl.	7	F	Schofield
7	N	Pine Hill Rd.	5	M	Scollard
7	G	Pine Ter.	6	N	Scott
8	F	Piper	9	I	Scott St. La.
7	N	Plymouth Av.	5	J	Senforth Av.
9	N	Poplar Plains Rd.	4	K	Sear
6	P	Portland	8	J	Seaton
5	G	Portland Pl.	8	J	Sefton
9	L	Poucher	7	Q	Sever
9	L	Poulett	7	N	Severn La.
8	R	Powell	5	N	Shakespeare Av.
9	G	Power	8	N	Shakespeare Pl.
8	J	Price	4	M	Shaw
5	L	Pridham Pl.	8	I	Shaw
7	M	Prince Arthur Av.	6	K	Shaw
6	I	Princess	8	M	Shaw
8	R	Prospect	7	N	Sheppard
4	N	Prospect Rd.	7	N	Sheppard La.
6	F	Pullan Pl.	8	L	Sherbourn
8	J				Sherbourn
8	P				Sheridan Av.
8	M				Shirley
6	R				Shudell Av.
7	O	Queen E.	8	M	Shuter
7	G	Queen W.	8	K	Silver Av.
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7	G				Simpson Av.
9	H				Sinclair Av.
6	M				Smith
9	L				Soho
8	O				Soho Pl.
7	L				Somerset Pl.
8	M				Sorauren Av.
8	I				South Av.
7	Q				South Drive
					Spadina Cres.

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[illegible][illegible][illegible][illegible]

Cambridge	8	G
Eastern Av.	8	G
High Pl.	8	J
High Av.	4	M
High Pl.	4	M

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Delaney Ave.	5	V
Delaney St.	6	U
Dick Ave.	7	Q
Dodge	4	L
Dodge Ave.	7	K
Dorland Ave.	7	P
Dorset Ave.	.....	3	I
Dorset Ave.	6	P
Dorsey	7	P
Dorsey	7	P
Dorsey	8	M
Dorsey	9	M

Grand Av.	10
Grand Pl.	11
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Grand-Adams	14
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Grand	100

Grandview Av.	5	1
Grange Av.	5	2
Grange Rd.	5	3
Grant	5	4
Greenwood Av.	5	5
Greenville	5	6
Greene	5	7
Grove Av.	5	8
Gough Av.	5	9
Grimes Av.	5	10

[illegible]

Indian Grove	6	M
Indian Ind.	7	R
Impham Av.	6	P
Incornat.	6	L
Isane Fl.	6	L
Ivria Av.	7	M
Imbelle	7	Q
Ivy Av.	7	Q

James	8	L
Jaumann Av.	8	G
Janet Av.	8	M
Jarvis	8	H
Jedderman Av.	8	J
Jenkins	8	P
Jerry Av.	8	S
Jervome	8	P
John	8	K
Johnson	8	L
James Av.	8	L
Jordan	8	L

K.

Kend	7	B
Kendal Av.	7	K
Kendleworth Av.	7	T
Kenneth Av.	7	F
Kensington Av.	7	K
Kensington Pl.	7	L
Kent	7	O
Kewcham Av.	7	L
Kew Beach	7	O
King H.	7	T

Kingdon
Kingston
Kintyre
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Kiewick
Knox A
Kobe A

[illegible]

McAlpine
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McGee
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McKeon
McKensie
McMaster
McMullan
McMurry

Macaulay
Macdonald
Macfarlane
Macfarlane

Madison I
Madison A
Makland
Maitland
Maitland
Major
Mailes A
Manchester
Manning
Mansfield
Maple Av
Maple Gr
Maplewood
Maplewood
Margaret
Marion
Marjory A
Mark ...
Mark L
Marbet
Martham
Martham
Martham
Martham
Marlborough
Marquette
Marshall
Massey ...

Kingsford	6	P
Kington Rd.	6	S
Kintyre Av.	8	O
Kippendavie Av.	8	T
Kiswick	7	G
Knox Av.	4	M
Kohs Av.	7	M

[illegible]

McAlpin	6	L
McCall	6	K
McConnell Av.	7	J
McDonald Sq.	4	B
McDonald Ln.	8	J
McFarren's La.	6	F
McGee	5	P
McGill	7	M
McKenzie Av.	7	H
McKenzie Csw.	6	N
McMaster Av.	4	L
McMullan	4	L
McMurry	4	L

Macaulay Av.	3	2
Macdonald	2	2
Macfarlane St.	1	2
Macpherson Av.	5	1

[illegible]

James	7	J
May	8	N
May Fl.	8	N
Maynard Av.	8	G
McIntosh Av.	8	G
McBurnie Av.	8	G
McBurnie Pl.	8	L
McHinda	8	L
McVie Av.	8	I
Marcor	9	K
Marvath Cms.	9	M
McCrath	9	M
McCluhan Av.	9	G
McClard Pl.	9	F
Ellen	9	N
McM	9	N
McMillan	9	P
Milliam	9	L
Millbrook La.	9	L
Minning La.	9	G
Minto	9	G
Mincham	9	J
McNeil Av.	9	L
Molton Av.	9	L
Montague Pl.	9	M
Monahan Av.	9	R
Morley Av.	9	R
Morris	9	F
Morris Av.	9	F
Morrison	9	F
Morse	9	R
Moss Ford Pl.	9	R
Moutley	9	R
Moutson	9	G
Moutray	9	H
Mowat Av.	9	H
Muir Av.	9	G
Musick Av.	9	L
Muskie La.	9	L
Musre	9	L
Murray	9	M
Mutual	9	M
Myrtle	9	M
Myrtle Av.	9	M

Stanton Av.
 Napier
 Nassau
 Nettie
 Necropia
 Necropolis
 Nelson
 New
 Niagara
 Nihil
 Norfolk
 Normal School
 Norcross Av.
 Northing
 North
 Northing Av.
 Northern Pl.
 Northumberland
 North View Ter.

D'Connell Av.	
O'Hara Av.	
O'Keefe La.	
Park St. Pl.	
Ridgeland Av.	
Six Feet	
Texas Av.	
Ontario	
Berhard	
Travis	
Griffin	
Circle Rd.	
Douville Hall	
Lumber	
Huntington Av.	
Vernon St.	
Drum	
Harford	

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Penn. Ac.	1
Pennam. Pl.	2
Pennsboro.	3
Pennsboro. An.	4
Perry	5
Perry Lh.	6
Perry Av.	7
Peter	8
Phelps	.....	9
Phelps	.....	10
Philmfield Pl.	.....	11
Pho. Hill Rd.	.....	12
Pho. Ter.	.....	13
Piper	.....	14
Plymouth An.	.....	15
Plymouth Pl.	.....	16
Portland	.....	17
Portland Pl.	.....	18
Powder	.....	19
Powell	.....	20
Powers	.....	21
Price	.....	22
Prichard Pl.	.....	23
Prince Arthur Av.	.....	24
Prineas	.....	25
Pringle	.....	26
Pringle Rd.	.....	27
Putnam Pl.	.....	28

Queen E.	3	M
Queen W.	3	M
Queen's Park Ave.	7	L
Radcliff St.	3	C
Radford Av.	3	M
Randolph	3	M
Ransom La.	7	M
Rathbun Av.	4	

[illegible]

Madison	.....	8
Nashville	.....	9
Richville Pa.	.....	9
St. Alban	.....	9
St. Andrew	.....	7
St. Andrew's Market	.....	7
St. Anne's Rd.	.....	7
St. Charles	.....	7
St. Clair	.....	5
St. David's Pl.	.....	3
St. Enoch St.	.....	3
St. George	.....	3
St. Helen At.	.....	3
St. James St.	.....	3
St. Joseph	.....	3
St. Lawrence	.....	3
St. Lawrence Market	3
St. Mary	3
St. Matthew	3
St. Nicholas	3
St. Patrick	5
St. Patrick St.	5
St. Paul	5

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Shredliff Av.	1
Shiner	2
Silver Av.	3
Simmons	4
Simmons Av.	5
Sinclair Av.	6
Smith	7
Soho	8
Soho Pl.	9
Somerset Pl.	0
Somerset Av.	1
South Av.	2
South Drive	3
Spaulding Cms.	4
Spokane Av.	5
Spokane Rd.	6
Sparkhall Av.	7
Spencer Av.	8
Springhurst Av.	9
Springst Av.	0
Spurce	1
Spurce Av.	2
Stanford Av.	3
Stanish Av.	4
Stanley Barracks	5
Stanley Park	6
Stanley Ter.	7
Starr Av.	8
Station	9
Station Sq.	0
Steiner	1
Stephens	2
Stirling Rd.	3
Stewart	4
Stewart Cms.	5
Stoneman Cres.	6
Strachan Av.	7
Strango	8
Stratford Av.	9
Strickland Pl.	0
Strimbert	1
Struthan Pl.	2
Subbery	3
Suffolk	4
Sullivan	5
Sully Cres.	6
Sultan	7
Suncook	8
Suncook Pl.	9
Summerhill Av.	0
Sunnyvale Av.	1
Surrey Pl.	2
Sutton Av.	3
Sword	4
Sydenham	5
Sydenham Pl.	6
Sylvan Av.	7
Wilmington Av.	8

Tacoma
Tale
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Thomas
Thompson
Tunayan Av.
Torrey
Trachert Av.
Theatre La.
Thompson
Thorold Av.
Trotter	.....
Troy	.....
Tuesday	.....
Tushnet Av.	.....

Tranby Av.	8
Treman	1
Trexford Pl.	7
Trouton Ter.	7
Triller Av.	6
Trinity	6
Trinity Pl.	4
Trinity Sq.	4
Turner Av.	1
Tyndall Av.	3

Under	1
Under Av.	1
University Av.	1
University Cms.	1

Vancouver
Van Horn Av.
Vancouver
Vermont Av.
Vernal Av. N.
Victor Av.
Victoria
Victoria St.
Vincent
Vine
Violet Av.
Virgin Pl.
Virtue

Wadsworth Pl.
Walker Av.
Walkers Av.
Walker Rd.
Walcutt Av.
Walcutt
Walton
Ward
Wardell
Warren
Warren
Wasena Av.
Washington Av.
Water
Waterloo Av.
Waterloo Tr.
Waverley Rd.
Way Pl.
Warren Rd.
Wallace
Webster Av.
Webster
Welch Av.
Welch Cottages
Welch La.
Welch Pl.
Wellington W.
Wellington E.
Wellington Av.
Wellington La.
Wellington Pl.
Wells
West Av.
West Lodge Av.
Westmoreland Av.
Westminster
Whelan Av.
White's Pl.
Whitfield's Pl.
Wickham Av.
Widmer
Wilkin Av.
Willocks
William
Williamson Pl.
Wilnot Av.
Wilson Av.
Wilton Av.
Wilton Cres.
Winchester
Winchester Av.
Windsor
Windsor Pl.
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Wright Av.
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6	L	Tranby Av.	5	K
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7	N	Trenton Ter.	9	G
5	G	Triller Av.	8	F
8	P	Trinity	9	N
8	F	Trinity Pl.	8	L
5	M	Trinity Sq.	8	L
6	O	Turner Av.	9	J
4	K	Tyndall Av.	9	G
4	N			
5	L			

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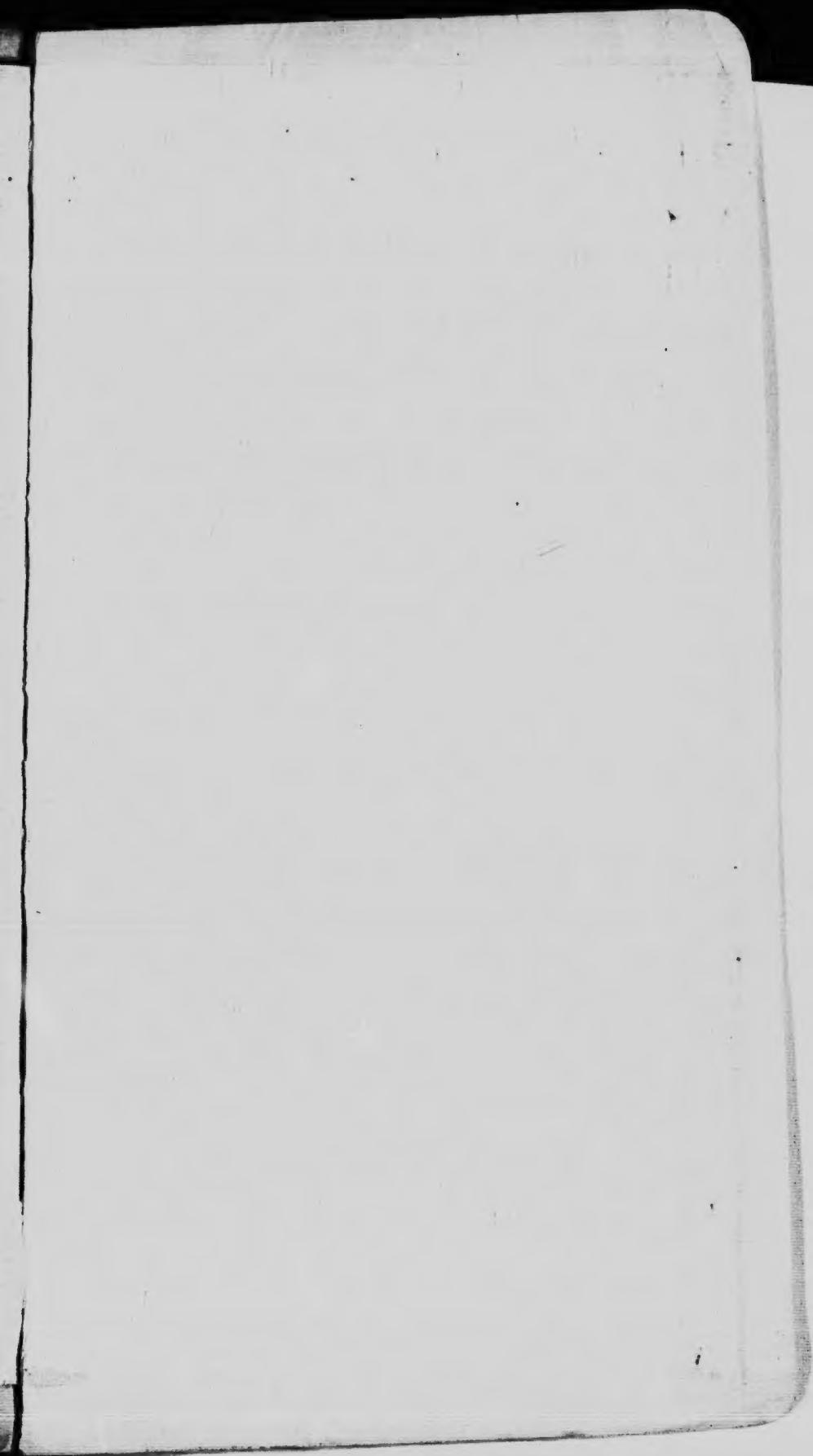
9	M	Ulster	6	J
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5	H	Vanauley	8	K
7	H	Van Horne Av.	5	H
6	I	Vankoughnet	7	J
5	I	Vermont Av.	5	J
8	L	Verral Av. N.	7	P
8	J	Victor Av.	7	P
5	M	Victoria	9	F
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7	K			





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There is no treatment for seasickness which has ever been guaranteed absolutely to take effect in every single case except Mothersill's Seasick Remedy. No matter how weak your stomach or system may be, this remedy will produce absolutely

No Bad After Effects

The usual fear people have of taking any seasick treatment arises from the suspicion that it contains something injurious to the system. You can feel absolutely certain that Mothersill's Seasick Remedy contains no harmful drugs of any kind, and what is still better, contains absolutely no chloral, opium, morphine or cocaine. The weakest stomach can easily assimilate and retain it.

Mothersill's Seasick Remedy

has never been known to fail in a single case. That is one reason why we guarantee it so strongly. Of course the directions for taking it must be strictly followed. The effect of the remedy lasts for several days, thus making your trip a continued pleasure.

Mothersill's Seasick Remedy will cure not only seasickness, but also car sickness, and any nausea caused by motion, climbing, etc. Three doses are generally enough for a 3,000 mile journey.

TRY IT ON YOUR NEXT TRIP

It will cost you but 50c or \$1.00 and you will get back many times more than that in happiness and comfort. No matter whether you go by boat, or by train, or what causes your nausea, take one or two capsules according to the directions before starting. You will have no symptoms of seasickness whatever, no matter how bad the pitching of the boat, or the swaying of the train, or other motion experienced.

Your trip will be a pleasure instead of a burden.

Mothersill's Seasick Remedy is for sale in 50c and \$1.00 packages at all first-class drug stores, and by the Canada Railway News Company, Toronto. Manufactured only for the

MOTHERSILL REMEDY CO.

Montreal, Canada

Detroit, Michigan

